

# AUTOMOBILE AND GARAGE NEWS

## New Machines For Von Hamm-Young Company

The 1912 announcements for Packard cars will be made within a week or two, and deliveries will be made on the well known Packard schedule to commence during the month of July.

The von Hamm-Young Co. have already booked a number of orders for 1912 Packard six cylinder cars including phaetons and touring cars. The purchasers of these cars have not received any particulars yet concerning the specifications for the 1912 Packards, yet they are willing to buy their cars in the dark, paying a deposit on same, which shows the great confidence which the public has in the Packard product. The most level headed business men, financiers and bankers are amongst the purchasers of Packard cars.

The von Hamm-Young Co. called this week for three 3-ton Packard trucks, all of which have been sold to arrive. One of these trucks will go to the Hawaii Preserving Co. to handle their large output of pineapples, the season commencing in July, another one will go to Hilo to be put in the draying business, and the third one is also booked for the pineapple business.

Among the cars received by the von Hamm-Young on the "Sonoma" this week was a handsome Kissel Model 30 semi-racer, which is a very attractive looking 2 passenger runabout, finished in grey and black with nickel trimmings, and built on the popular "semi-racer" lines. From this it must not be inferred that it is a car for racing purposes, or constructed any less substantially or less comfortably than any other type of body or model.

The Kissel Kar semi-racer "30" makes an exceptionally handy business runabout. The sturdy construction, economical motor, and light weight body result in an extremely low operating cost. The semi-racer design, low body, with rakish fenders, is very effective and snappy. In runabout and business service no other type of body quite equals the adaptability and economy of the Kissel Kar semi-racer runabout.

The von Hamm-Young Co. also received five of the well known Buick cars, including small runabouts and medium sized and light weight touring cars, ranging in price from \$1100 to \$1450 complete, f. o. b. Honolulu.

The Buick car has made for itself an enviable reputation in the automobile world, even the light runabout, Model 36, will stand more hard use and abuse than any other light roadster ever offered. It is an ideal car for the doctor, lawyer, architect, contractor, or in short for any business man. It is the best finished body built, and the simplest and strongest car of its class.

Though just arriving, half of these cars have been sold already, one of the runabouts going to George Chalmers, Jr., a touring car to Dr. E. C. Waterhouse, etc., etc.

Among other sales booked during the week was a beautiful 6 cylinder Stevens-Duryea Model AA touring car to David Rice, of Marion, Mass., and delivered to him in the East. Mr.

Rice is a great admirer of the Stevens-Duryea cars, having owned several of the models made by the Stevens-Duryea Company.

Mr. Rice is well known in Honolulu being an old kamaaina who left the islands some years ago to take up his residence in the East. Hardly a year passes, however, without Mr. Rice spending a few months in Hawaii and he always makes it a practice to bring his own automobile with him.

Other sales made by the von Hamm-Young Company include a Cadillac demi-tonneau sold to the Hawaii Preserving Company, a pretty little Maxwell runabout to Major Wm. B. Wooten, a reliable touring car for business purposes to George Ouder-kirk, and a 40 h. p. touring car to S. Nasonaka, who intends to put same in the rent service.

The ground was broken this week for the construction of the von Hamm-Young Company's garage in Hilo, which is being erected by Mr. Chas. H. Will, the well known contractor of Hilo, who was the successful bidder. The construction work is being rushed along as quick as possible, the garage to be completed and ready for occupancy by August 1st.

## REMARKABLE GROWTH OF AUTO TRUCK BUSINESS IN AMERICA

According to an Eastern authority, there now are 30,000 motor trucks in use in the United States, as compared with 600,000 pleasure cars, showing that in the past few years the use of motor trucks for commercial purposes has attained a great deal of popularity.

During the past year, in twenty-five large cities the increase in the number was 5000, or an average of 209 for each city. In New York City the number is now 4060; in Chicago, 1800; Philadelphia, 1000; Boston, 900; Los Angeles, 760; Detroit, 400; St. Louis, 400; San Francisco, 310; Pittsburgh, 300; Indianapolis, 270; Washington, 200.

It is estimated there are 260 concerns which are either building trucks or have made them which have turned out 37,500 power vehicles, of which 7903, it is estimated, are not now in use.

Statistics compiled from 350 concerns enables the Eastern authority to estimate that there are 6810 trucks used for miscellaneous purposes. In the express and transfer business there are 2615, the breweries use 2548, department stores 2403, sightseeing and bus lines 1960, gas and electric companies 1475, general manufacturing 1320, while the rest of the 30,000 is divided among fifty-one other classes. It is interesting to note that there are about 1260 pieces of motor driven fire fighting apparatus.

Many Millions Invested. It is figured that the value of the trucks will amount to \$64,800,000;

## MAIL MAN DISCARDS HORSE AND CART FOR AUTOMOBILE

Uncle Sam's post office department has a reputation of being unprogressive; but be that as it may, it has an employee in Honolulu who is not.

John F. Silva, a mail collector, who at the present time gathers up twice a day all the mail deposited in the drop boxes between Emma street and Diamond Head, is about to discard his horse and cart and replace them with an automobile. In fact he has already purchased through the Schuman Garage a neat little Brush runabout, which arrived by the Lurline this week. He will probably not put it into commission until the first of July, in the meantime spending his spare time in getting familiar with the new machine.

Mr. Silva's position requires him to furnish his own equipage, and a horse and cart forms the time honored combination in this service. Many foreign governments have long ago installed autocars in this service, but your Uncle Samuel is conservative, not to say downright backward in a good many things, and the auto has not yet appealed strongly to him, and Mr. Silva's enterprise is entirely of his own volition. He figures it that the little Brush will not cost him as much to keep as a horse;

that it will be less trouble to care for; and that it will give him more leisure and a new means of enjoying it. The other employees at the post office are watching the result of the experiment closely.

## ARMY ENGINEERS BUY MOTOR CYCLES

The growth of motorcycle popularity in Hawaii is quite a remarkable phenomenon, and one which shows no signs of waning. The remarkable dependability of the modern machine, combined with its low initial cost and very light cost of operation and upkeep, has won the favor of many business men who would now feel seriously handicapped without it. Besides the motorcycle fits in where an automobile would not, and for some kinds of work is in a place by itself.

During the present week, E. O. Hall & Son sold two twin cylinder Indian cycles to the U. S. Army Engineer's office. These are only a two of the many which are now being used by officers in the different branches of the service here in Honolulu. The agents also sent another Indian up to Maui this week, consigned to W. C. Crook, of Pala. Over thirty of these popular little machines have been sold in the islands during the past year, or year and a half.

## OCEAN TO OCEAN ROAD SEEMS SURE

NEW YORK, June 1.—That a great ocean to ocean highway, extending from Los Angeles to New York, will be a reality in the not distant future, now seems assured. The Ocean to Ocean Highway Association has taken an active hand in pushing the matter before the various state legislatures, and automobilists everywhere are doing all they can in aid of the scheme. The portion of the highway that lies through the states of California, Missouri, Ohio, and Pennsylvania and Maryland is already under construction; and the four states of Arizona, New Mexico, Colorado and Kansas will commence work in June.

Harvey Herrick, the famous autoist who will take part in the Sweepstakes race at Indianapolis on Memorial Day, recently made the trip from Los Angeles to New York along the line of the proposed highway, a distance of 4000 miles, in 42 days.

### AMONG THE GARAGES.

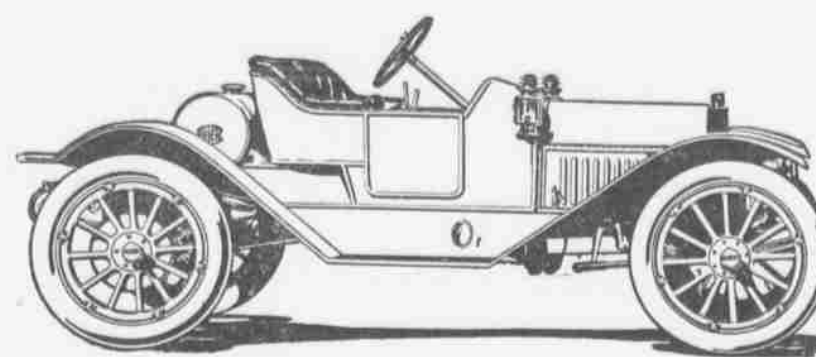
By the Wilhelmina next week John A. Scott, of Hilo, expects to receive one of the beautiful Pierce-Arrow "Forty-eights." This car is making a hit on the Big Island, and in the line of higher priced cars has few rivals in popularity in the Territory. Only last week W. H. Shipman, of Hilo received one of these cars, and is reported to be getting excellent satisfaction from it.

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Harry A. Baldwin, who bought a Pierce-Arrow "Forty-eight" to take with him on a vacation to the Coast, has written E. O. Hall & Son from Southern California, where he and his family are touring, that the car reached San Francisco without a scratch, and that it had been doing great work ever since. He stated that on the first day out of San Francisco they had made 180 miles, and 130 the second.

Frank E. Howes, manager of the Associated Garage, will return tomorrow from Kauai where he has been for some time adjusting the affairs of the Coney Garage, which recently were placed in his hands as receiver. The garage was sold during the week to C. W. Spitz, and the details of the transfer are being put through by Mr. Howes.

# BUICK MOTOR CARS



Model 28 Roadster, fully equipped, including high grade Mohair Top, combination Mohair and Rubber Dust Hood, Wind Shield, Demountable Rims and Prest-O-Lite Tank, f. o. b. l

Honolulu \$1135.00

## Every Buick is a Buick Through and Through

Much has been said by automobile manufacturers about the greatness of their factories, but few people realize that the greatest of them all is the BUICK PLANT.

The reason for the greatness of the Buick plant and why it has not been necessary to exploit it, has been the ever-increasing quality-value of Buick Cars. For seven years they have been known as the "un-advertised" Cars—the Cars which have sold on merit alone. Now that the Buick organization and constructive facilities have been so vastly strengthened, it seems only right that all who are interested in automobiles should know all about Buick Cars, the Buick Plant and the Buick Organization.

Every Buick is a Buick through and through. Practically every part is made at this great Buick plant. Engines, Transmissions, Gears, Bearings, Frames, Bodies, Wheels, Axles, Radiators, Castings, Forgings—even the bolts, nuts and cap screws, in fact, everything excepting lamps, carburetors, coils and magnetos. The Buick Organization is a unit which represents the highest degree of efficiency in Motor Car production. That is why the Buick not only maintains its world-wide reputation for great power, but has combined with it the stability of every part to support this power. And yet so perfect is the harmony of all operating parts that, with all its power, the Buick is one of the most silent-running cars made.

A carload of Buick Runabouts and Touring Cars has just been received. Prices, with complete equipment, ranging from \$1150.00 to \$1450.00, f. o. b. Honolulu.

Before you decide on a purchase be sure and inspect this wonderful line which is on exhibition in our garage.

DEMONSTRATIONS CHEERFULLY GIVEN.

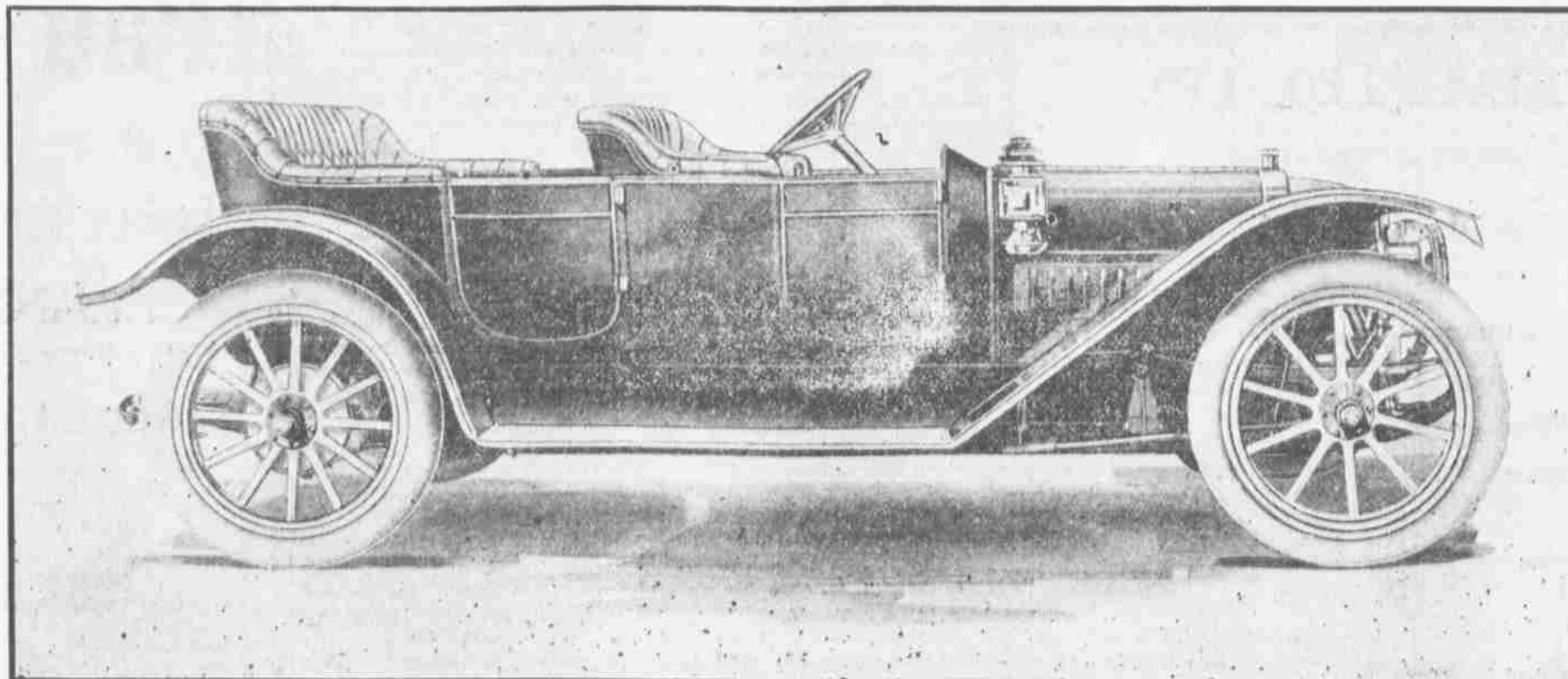
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